

### **REMARKS**

In this Amendment, Applicant has cancelled Claims 6, 10, 13, 23 – 24 without prejudice or disclaimer, amended Claims 1 – 5, 7 – 9, 11 – 12, 14 – 22, and added new Claims 25 – 29. Claims 1, 7 – 9, 11 – 12, 14 – 16, 18, and 22 have been amended to overcome the rejections and further specify the embodiments of the present invention. Claims 2 – 5, 17, 19 – 21 have been amended to proper dependent form. The support for the amendments to the claims can be found throughout the specification. It is respectfully submitted that no new matter has been introduced by the amended and newly added claims. All claims are now present for examination and favorable reconsideration is respectfully requested in view of the preceding amendments and the following comments.

### **OBJECTION TO DRAWINGS:**

The drawings have been objected as containing certain informalities.

It is respectfully submitted that the objection raised by the Examiner is incorrect because a set of formal drawings without the informalities indicated by the Examiner were previously submitted to the PTO on August 20, 2004 in response to the Notice to File Corrected Application Papers mailed May 21, 2004. Enclosed please find copies of the previously filed formal drawings, transmittal, and stamped postcard for Examiner's reference. Applicant respectfully requests the Examiner to acknowledge and consider the formal drawings.

Therefore, the objection to the drawings has been overcome and withdrawal of objection is respectfully requested.

### **CLAIM OBJECTIONS:**

Claims 1 – 24 have objected for containing certain informalities. In the present amendment, the informalities pointed out by the Examiner have been corrected.

Therefore, the objection has been overcome. Accordingly, withdrawal of the objection is respectfully requested.

REJECTIONS UNDER 35 U.S.C. § 102:

Claims 16 – 21 have been rejected under 35 U.S.C. § 102 (e) as allegedly being anticipated by Paranjpe et al. (US 6,339,643), hereinafter Paranjpe.

Applicant traverses the rejection and respectfully submits that the present-claimed invention is not anticipated by the cited reference. Paranjpe discloses a retrofittable collision warning system that alerts the operator (driver) to potential obstacles in the vicinity of the vehicle during operations such as parking and driving in stop and go traffic conditions. The Paranjpe system employs a base unit in the vehicle and a plurality of remote units arranged around the periphery of the vehicle – Figure 1 shows two units at the front, two units at the rear, and one unit on each side in the so-called “blind-spot”. Each unit comprises a power source, a transceiver that communicates with the base unit, a control module that controls operation of the unit and a distance measuring sensor. In the Paranjpe system, each unit is a sealed package and communicates with the base unit independently of the other units on the vehicle. The remote units are activated manually via a user interface on the base unit and the base unit is operable to distinguish between transmitted signals from each of the base units and provide a warning to the operator if an object is detected within a pre-determined range of any of the sensors. The operator can select between a “drive” mode of operation and a “parking” mode of operation having different ranges and different cycle times. An essential feature of the Paranjpe system is that the remote units are independent of each other. As a result, the sensor of each remote unit only responds to a reflected signal that has been transmitted by that sensor. Accordingly, each remote unit only covers a narrow area around the vehicle. When used in the “parking” mode, the sensors have an operating range of 1 foot and the provision of two remote units at the rear corners of the vehicle can lead to poor or inaccurate response according to the position of the object to be detected relative to the remote units.

Claim 16 has been amended to distinguish from Paranjpe. In particular, Claim 16 now recites that a sensor unit comprises a plurality of sensors (each unit in Paranjpe has a single sensor) and the sensors can detect a reflected signal that has been transmitted from the same sensor or a different sensor within the unit. By providing more than one sensor in the sensor unit and allowing each sensor to pick up a reflected signal transmitted by that sensor or another sensor, the response of the sensor unit and the area covered is enhanced. Furthermore, the receiver unit only receives and responds to one signal from the sensor unit that is representative of the detected object that is nearest to the vehicle. In Paranjpe, the base unit receives signals from a plurality of independent units and has to distinguish between the signals from all the units and identify the unit that has detected the nearest object and provide a warning accordingly.

It is submitted that amended Claim 16 is distinguished from Paranjpe and not anticipated by Paranjpe. In particular, the invented system is simpler to install than Paranjpe and operation of the system is more reliable and accurate than Paranjpe. Claims 17 – 21 and new Claims 26, 27 include the same new features by their dependency on Claim 16.

In summary, the newly presented claims are not anticipated by Paranjpe and the rejection under 35 U.S.C. § 102 (e) has been overcome. Accordingly, withdrawal of the rejection under 35 U.S.C. § 102 (e) is respectfully requested.

REJECTIONS UNDER 35 U.S.C. § 103:

Claims 1 – 15 have been rejected under 35 U.S.C. § 103(a) as allegedly being unpatentable over Bell et al. (US 6,400,308) in view of Paranjpe. Claims 22 – 24 have been rejected under 35 U.S.C. § 103(a) as allegedly being unpatentable over Paranjpe in view of Huffman et al. (US 6,217,200), hereinafter Huffman.

Applicant traverses the rejection and respectfully submits that the embodiments of present-claimed invention are not obvious over Bell in view of Paranjpe or Paranjpe in

view of Huffman. Claims 6, 10, 13, 23 – 24 have been cancelled. The rejection to these claims is moot. In addition, as stated above, the embodiment of the present invention as presently amended is different from the disclosure in Paranjpe. Paranjpe has already been discussed above and the same comments apply. In addition, Bell et al discloses a radar system to avoid or prevent an accident by providing an operator (driver) with a warning of an impending collision with an object that is out of the driver's immediate field of view. The system is essentially concerned with preventing collisions with other vehicles during normal driving conditions, especially when changing lanes, for example to overtake.

Claim 1 has been amended to distinguish more clearly from Bell et al. In particular, Claim 1 is now directed to sensor means arranged to indicate objects within one (1) meter (short range) of the vehicle employing a plurality of ultrasonic sensors. The system disclosed in Bell et al employs a radar system using completely different method of detecting objects that is essentially suitable for objects further from the vehicle (long range) than can be detected reliably using ultrasonics. The radar system of Bell et al is neither intended nor suitable for detecting objects close to a vehicle such as when a vehicle is reversing, usually at low speed. The Bell et al system is intended to provide a warning of moving objects (other vehicles) much further away from the vehicle that present a risk of collision if both vehicles maintain their courses when detection occurs and an can take account of the speeds of both vehicles to indicate the time in which corrective action can be taken to avoid a collision. Such radar system is totally unsuitable for use over short range such as when reversing a vehicle.

Amended Claim 1 is clearly distinguished from Bell et al and it is not obvious for one of ordinary skill in the art to combine Bell et al with Paranjpe as proposed by the Examiner. Thus, radar systems of the type disclosed by Bell et al are completely different from ultrasonic systems – indeed Paranjpe states at column 3, lines 1 to 5 that “radar and doppler radar systems (such as disclosed by Bell et al) are best suited for long range sensing and do not provide sufficient accuracy for objects closer than 10 feet. In addition, they are expensive, lack signal directionality and need regular maintenance and

calibration". Accordingly, one skilled in the art would recognize the incompatibility of the long range radar system of Bell et al with a short range ultrasonic system and would not seek to combine the references as suggested by the Examiner. Moreover, even if the references are combined, Claim 1 is still distinguished therefrom by the feature of the ultrasonic sensors. In this regard, the Bell et al system would not work if the radar system was replaced by an ultrasonic system and combining the references in a way that would destroy the Bell et al system is clearly not an obvious step to take.

Huffman discloses a safety light for attachment to the hub of a propeller of a boat when transported on a trailer behind a towing vehicle. The light is connected to the vehicle lighting system to provide a warning to following vehicles when the brake pedal of the vehicle is operated. In this way, the driver of a following vehicle is aware that the towing vehicle is braking even if the brake lights of the towing vehicle are obscured by the boat/trailer. The safety light also includes a backing sensor to detect an object in the path of the trailer and provide a warning signal e.g. acoustic and/or optical.

Contrary to the Examiner, there is absolutely no disclosure or suggestion in Huffman of an arrangement with backing sensors on the back of the towing vehicle and the towed vehicle with switching means for selecting the sensors on the towed vehicle in preference to the sensors on the towing vehicle so that the system does not respond to the presence of the towed vehicle behind the towing vehicle.

Switching between the sensors in the present invention enables the driver of the towing vehicle to respond to the detection of an object behind the towed vehicle while reversing. It has absolutely nothing to do with preventing the driver of a following vehicle from misjudging the distance between them the vehicle in front as suggested by the Examiner. Accordingly, there is no reason for a person skilled in the art to consider combining Huffman with Paranjpe as suggested by the Examiner

Paranjpe has already been discussed above and the same comments apply. Even if Huffman is combined with Paranjpe, there is no teaching or suggestion to switch the

response of the base unit in Paranjpe between the remote sensors mounted around the periphery of the vehicle in Paranjpe and the back-up sensor of the trailer light in Huffman. Claim 22 has been amended to emphasize the above differences and it is submitted the amended claim is not obvious over the Paranjpe and Huffman.

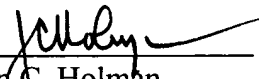
Therefore, the newly presented claims are not obvious over Bell in view of Paranjpe or Paranjpe in view of Huffman and the rejection under 35 U.S.C. § 103 has been overcome. Accordingly, withdrawal of the rejections under 35 U.S.C. § 103 is respectfully requested.

Having overcome all outstanding grounds of rejection, the application is now in condition for allowance, and prompt action toward that end is respectfully solicited.

Respectfully submitted,

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Date: August 3, 2005  
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THE UNITED STATES PATENT AND TRADEMARK OFFICE

In Re Application of Terence BODDY

Serial No.: 10/791,824

Group Number: 2632

Filed: March 4, 2004

Confirmation Number: 3648

Title: ELECTRONIC REVERSING AID WITH WIRELESS TRANSMITTER AND  
RECEIVER

RESPONSE TO NOTICE TO FILE CORRECTED APPLICATION PAPERS

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

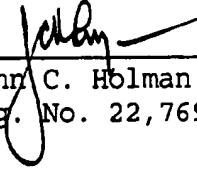
Sir:

Responsive to the May 21, 2004 Notice To File Corrected  
Application Papers, attached hereto are 7 sheets of formal drawings,  
along with a copy of said Notice.

If there are any fees in connection with this Request please  
charge the appropriate fee to our Deposit Account No. 06-1638.

Respectfully submitted,  
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Date: August 20, 2004

JH Ref

11674/P65372US1

Today's Date

20 AUG 04

Serial/Patent No.

101791,824

Applicant, Patentee, Assignee

BODDY

Filing Date/Patent Date

4 MAR 04

The following has been received in the U.S. Patent &amp; Trademark Office on the date stamped hereon:

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| <input type="checkbox"/> Assignment/Change of Name  | <input checked="" type="checkbox"/> Other <u>NOT PETITION, IN</u> |
| <input type="checkbox"/> Small Entity Declaration   | <u>DUPLICATE, TRANS.</u>  |

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DUE DATE

21 JUL 04

Person filing

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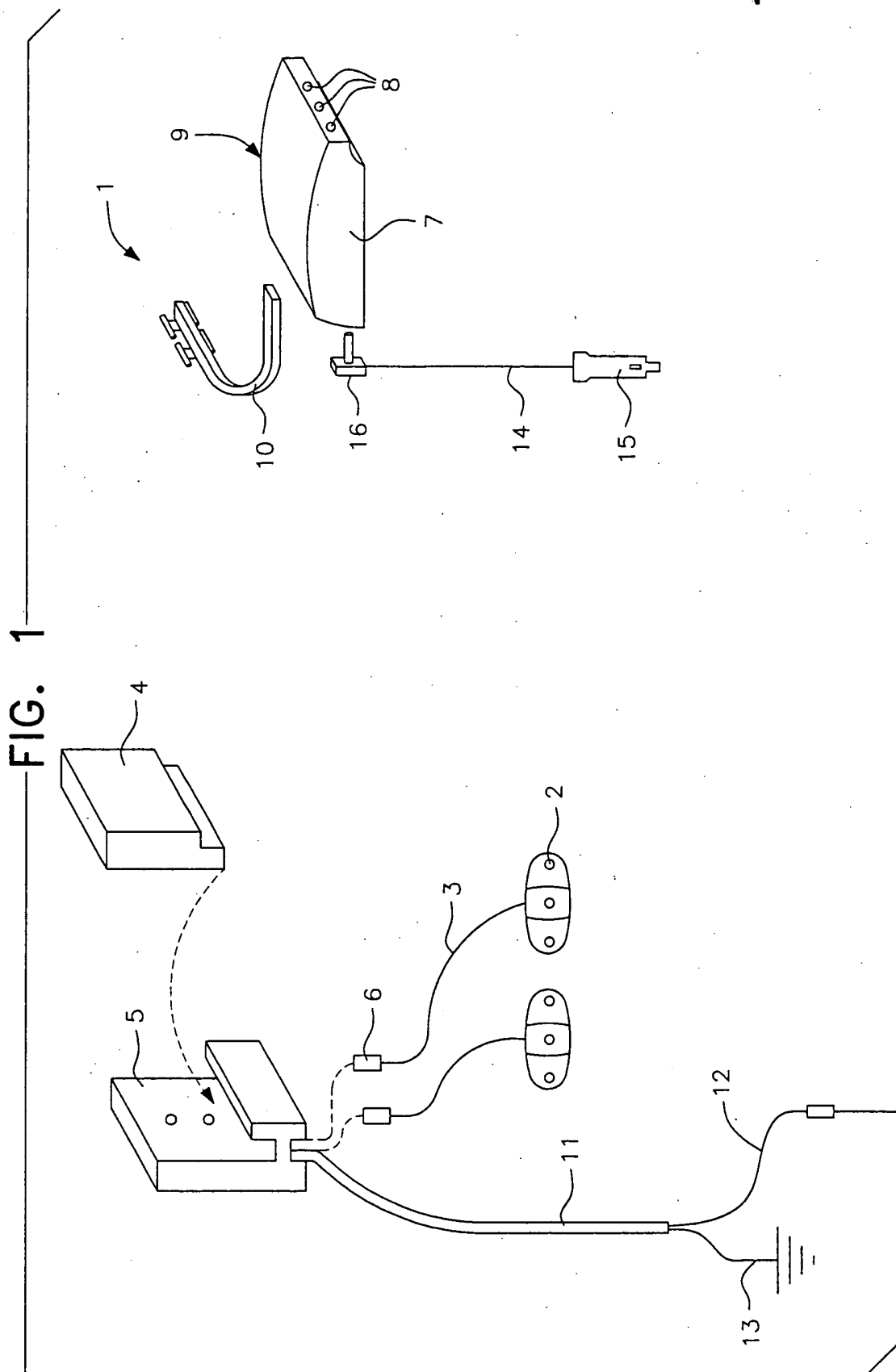


FIG. 1

FIG. 2

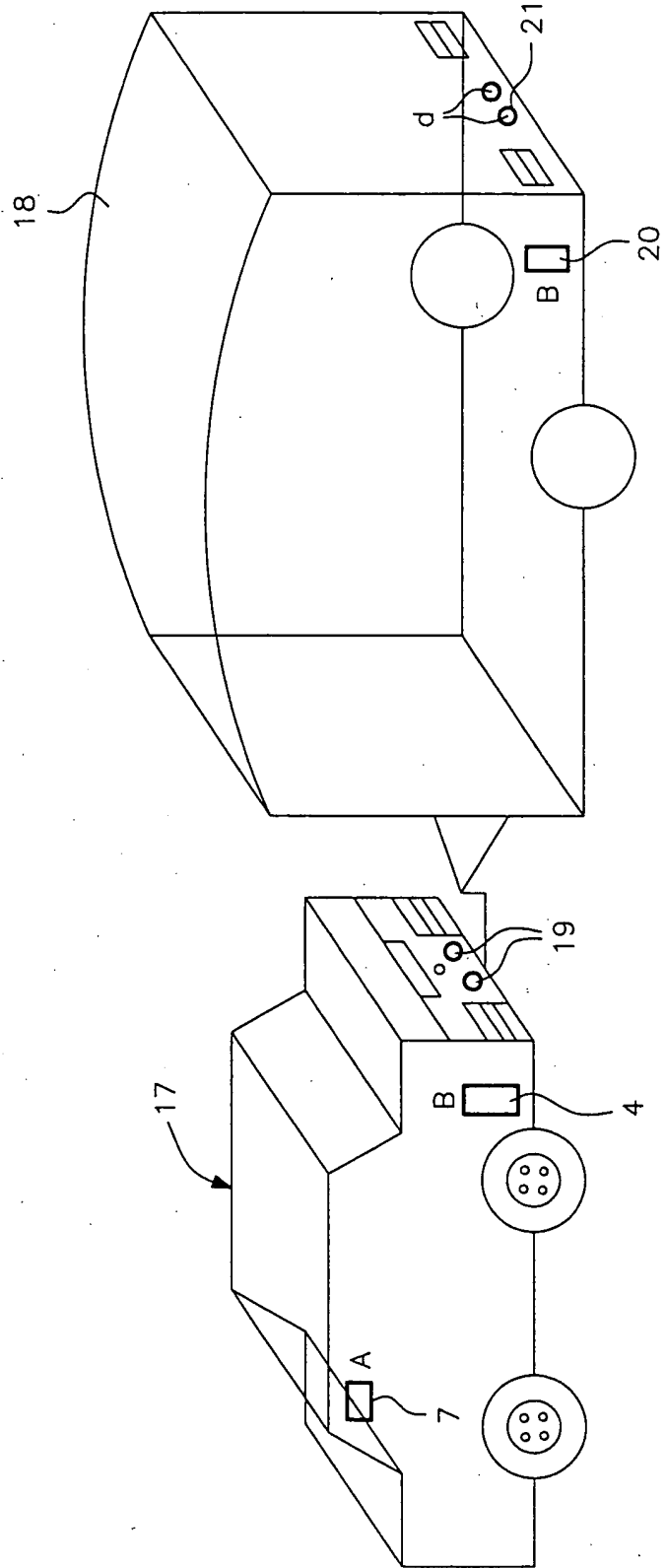


FIG. 3A

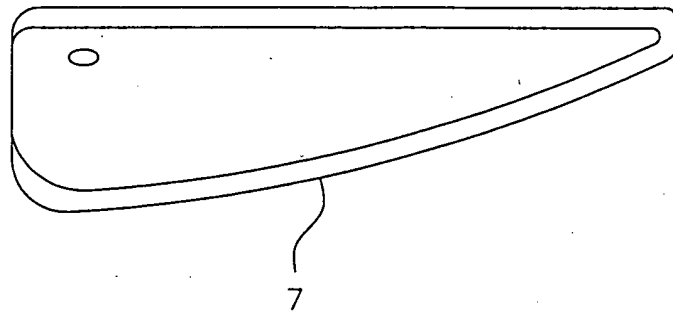


FIG. 3B

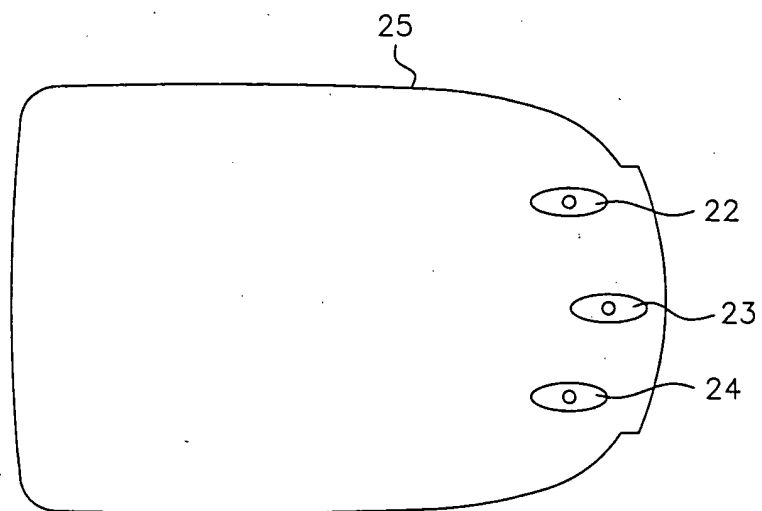


FIG. 4

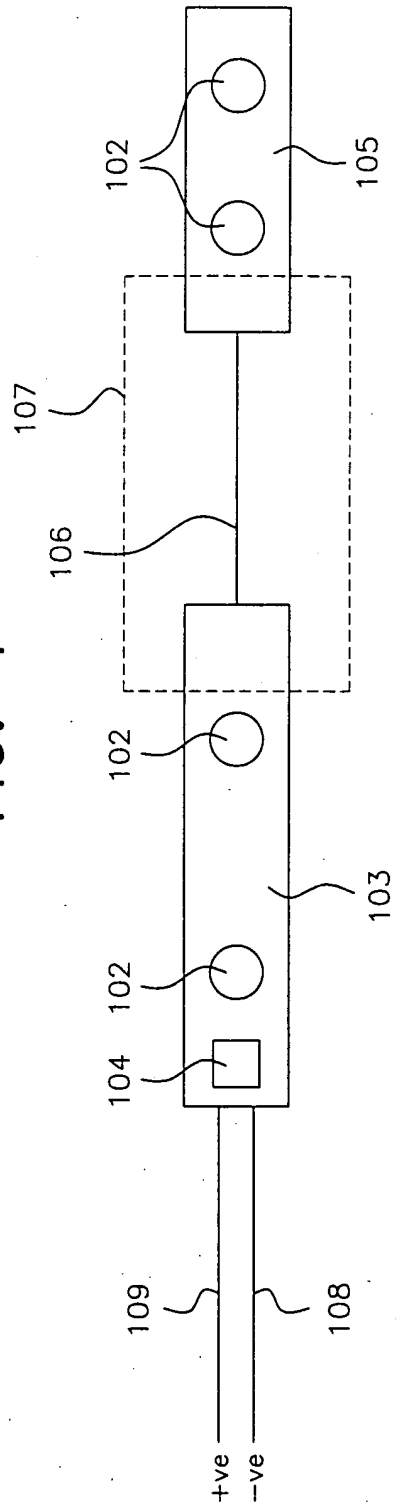


FIG. 5

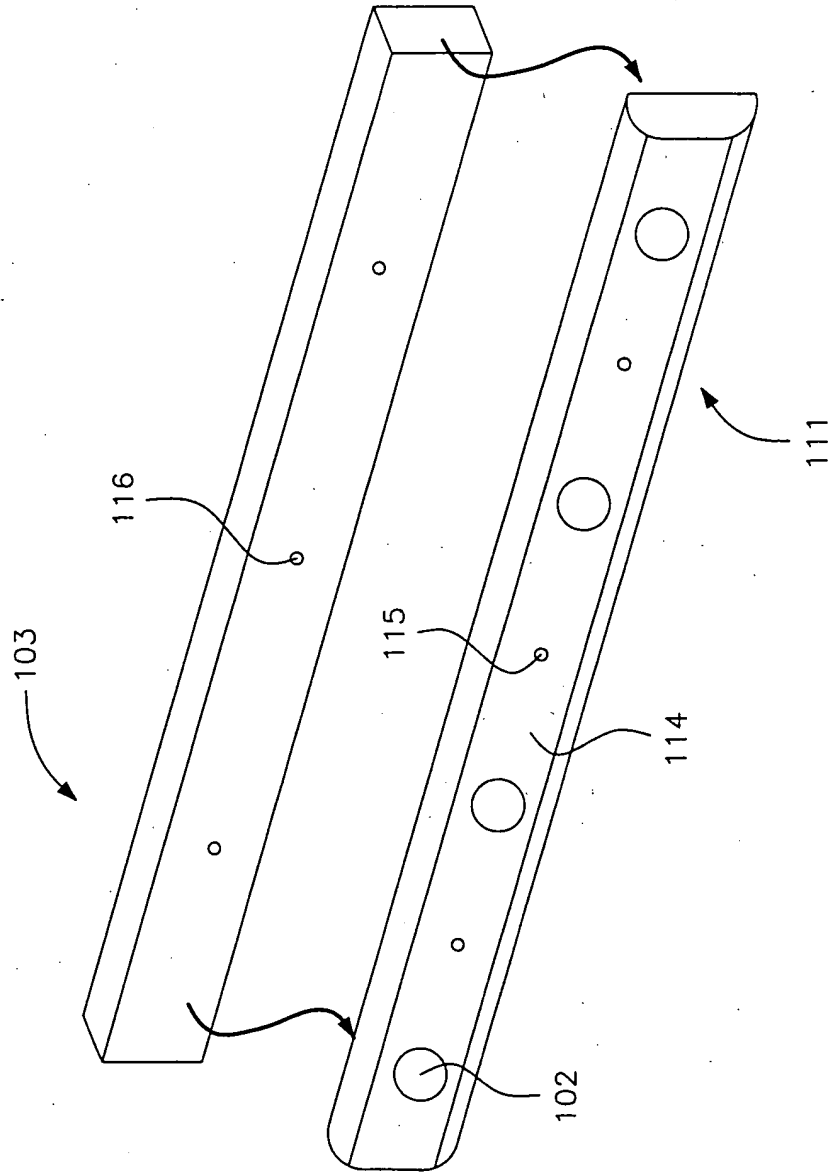


FIG. 6

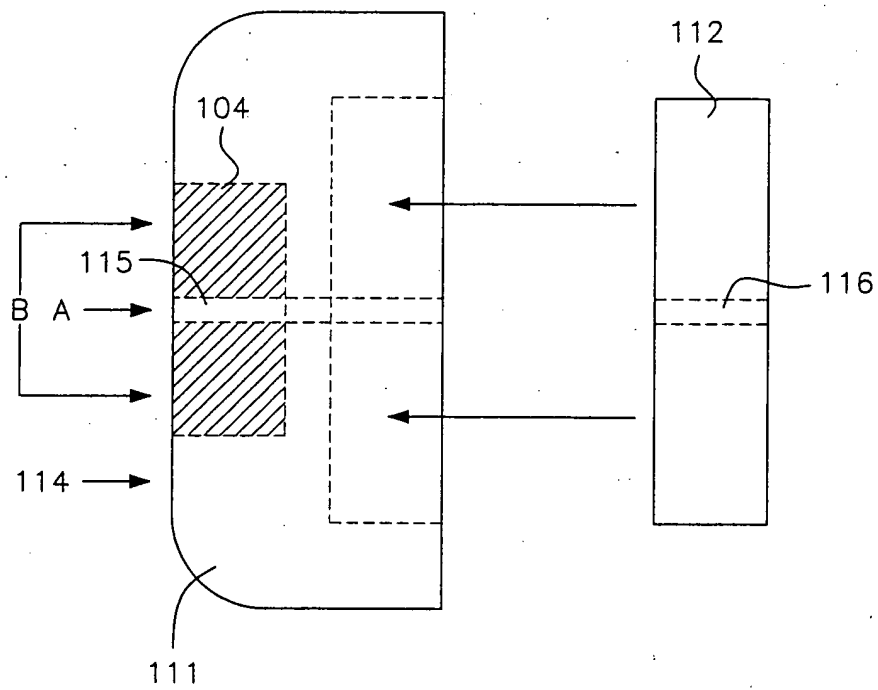


FIG. 7

